

major airports. Once they entered secure areas, they could easily board aircraft.

Why are the breaches of the security system so easy?

The GAO and IG cite: low wages and benefits of security personnel; little or no training of screeners; weak to no criminal checks on screeners; no uniform standards for screening; very rapid turnover (from 80% to over 200%).

In other word these are largely dead end jobs. DEAD END JOBS protecting the security of American travelers.

This bill does nothing to correct the obvious error of placing airline companies in a double conflict of interest that the present system creates. First, spending the necessary money to provide the security that Americans must have comes from the airline's bottom line. Second, proper screening requires time and causes longer waits in line.

But Americans will not return to the airways unless they are convinced that travel is safe. So, we must professionalize the airport security system with the ultimate responsibility for that security system firmly federalized.

In conclusion, neither the plight of employees of airlines and the related travel and tourism industry nor the necessary security of the American public when they fly is considered in this bill. Both will have to be addressed very soon.

But today, we have a bill that deals with an important part of the airline industry problem.

I urge this House to do that much, but then come back and finish the job before we adjourn this session of Congress.

Mr. REYNOLDS. Mr. Speaker, I yield back the balance of my time, and I move the previous question on the resolution.

The previous question was ordered.

The SPEAKER pro tempore (Mr. THORNBERRY). The question is on the resolution.

The question was taken; and the Speaker pro tempore announced that the ayes appeared to have it.

Mr. FROST. Mr. Speaker, I object to the vote on the ground that a quorum is not present and make the point of order that a quorum is not present.

The SPEAKER pro tempore. Evidently a quorum is not present.

The Sergeant at Arms will notify absent Members.

The vote was taken by electronic device, and there were—yeas 285, nays 130, not voting 16, as follows:

[Roll No. 346]

YEAS—285

Aderholt	Boehner	Chabot
Akin	Bonilla	Chambliss
Andrews	Bono	Coble
Armey	Borski	Collins
Bachus	Boswell	Combest
Baird	Boucher	Cooksey
Baker	Brady (TX)	Cramer
Baldacci	Brown (SC)	Crane
Ballenger	Bryant	Crenshaw
Barr	Burr	Crowley
Bartlett	Burton	Cubin
Barton	Buyer	Culberson
Bass	Callahan	Cunningham
Bentsen	Calvert	Davis, Jo Ann
Berkley	Camp	Davis, Tom
Berry	Cannon	Deal
Biggert	Cantor	DeLay
Bilirakis	Capito	DeMint
Blagojevich	Capps	Diaz-Balart
Blunt	Carson (OK)	Dicks
Boehrlert	Castle	Dooley

Doolittle	King (NY)	Riley
Doyle	Kingston	Roemer
Dreier	Kirk	Rogers (KY)
Duncan	Knollenberg	Rogers (MI)
Dunn	Kolbe	Rohrabacher
Edwards	LaHood	Ros-Lehtinen
Ehlers	Lampson	Ross
Ehrlich	Largent	Roukema
Emerson	Larson (CT)	Royce
English	Latham	Ryan (WI)
Etheridge	LaTourette	Ryun (KS)
Everett	Leach	Sabo
Ferguson	Levin	Saxton
Flake	Lewis (CA)	Schiff
Fletcher	Lewis (KY)	Schrock
Foley	LoBiondo	Sensenbrenner
Forbes	Lofgren	Serrano
Ford	Lucas (KY)	Sessions
Frelinghuysen	Lucas (OK)	Shadegg
Frost	Maloney (NY)	Shaw
Gallegly	Manzullo	Shays
Ganske	Mascara	Sherwood
Gekas	Matheson	Shimkus
Gephardt	Matsui	Shows
Gibbons	McCrery	Shuster
Gilchrest	McGovern	Simmons
Gillmor	McHugh	Simpon
Gilman	McInnis	Skeen
Goode	McIntyre	Skelton
Goodlatte	McKeon	Smith (MI)
Goss	Meehan	Smith (NJ)
Graham	Meeks (NY)	Smith (TX)
Granger	Menendez	Snyder
Graves	Mica	Souder
Green (TX)	Miller, Gary	Stearns
Green (WI)	Moore	Stenholm
Greenwood	Moran (KS)	Stump
Grucci	Moran (VA)	Sununu
Gutknecht	Morella	Sweeney
Hall (OH)	Murtha	Tancredo
Hansen	Myrick	Tanner
Hart	Nethercutt	Tauscher
Hastert	Ney	Tauzin
Hastings (WA)	Northup	Taylor (MS)
Hayes	Norwood	Taylor (NC)
Hayworth	Nussle	Terry
Herger	Oberstar	Thomas
Hill	Ortiz	Thornberry
Hilleary	Osborne	Thune
Hobson	Ose	Tiahrt
Hoekstra	Otter	Tiberi
Honda	Oxley	Toomey
Horn	Pallone	Traficant
Hostettler	Pascrell	Turner
Houghton	Pastor	Upton
Hulshof	Paul	Vitter
Hunter	Pence	Walden
Hyde	Peterson (PA)	Wamp
Isakson	Petri	Watkins (OK)
Israel	Phelps	Watson (CA)
Istook	Pickering	Watts (OK)
Jackson-Lee	Pitts	Weiner
(TX)	Platts	Weldon (FL)
Jenkins	Pombo	Weldon (PA)
John	Pomeroy	Weller
Johnson (CT)	Portman	Wexler
Johnson (IL)	Pryce (OH)	Whitfield
Johnson, E. B.	Putnam	Wicker
Johnson, Sam	Quinn	Wilson
Jones (NC)	Radanovich	Wolf
Kanjorski	Ramstad	Wynn
Keller	Regula	Young (AK)
Kelly	Rehberg	Young (FL)
Kennedy (MN)	Reyes	
Kerns	Reynolds	

NAYS—130

Abercrombie	Costello	Hastings (FL)
Ackerman	Coyne	Hilliard
Allen	Cummings	Hinchey
Baca	Davis (CA)	Hinojosa
Baldwin	Davis (FL)	Hoefl
Barcia	Davis (IL)	Holt
Barrett	DeFazio	Hooley
Becerra	DeGette	Hoyer
Bishop	Delahunt	Inslee
Blumenauer	DeLauro	Jackson (IL)
Bonior	Doggett	Jefferson
Boyd	Engel	Jones (OH)
Brady (PA)	Eshoo	Kaptur
Brown (FL)	Evans	Kennedy (RI)
Brown (OH)	Farr	Kildee
Capuano	Fattah	Kilpatrick
Cardin	Filner	Kind (WI)
Clay	Gonzalez	Kleczka
Clayton	Gordon	Kucinich
Clement	Gutierrez	LaFalce
Clyburn	Hall (TX)	Langevin
Condit	Harman	Lantos

Larsen (WA)	Neal	Slaughter
Lee	Obey	Smith (WA)
Lewis (GA)	Olver	Solis
Lipinski	Owens	Spratt
Lowey	Payne	Stark
Luther	Pelosi	Strickland
Maloney (CT)	Peterson (MN)	Stupak
Markey	Price (NC)	Thompson (CA)
McCarthy (MO)	Rahall	Thompson (MS)
McCarthy (NY)	Rangel	Thurman
McCollum	Rivers	Tierney
McDermott	Rodriguez	Udall (CO)
McKinney	Rothman	Udall (NM)
McNulty	Roybal-Allard	Velazquez
Meek (FL)	Rush	Visclosky
Millender-	Sanchez	Walsh
McDonald	Sanders	Waters
Miller, George	Sandlin	Watt (NC)
Mink	Sawyer	Waxman
Mollohan	Schakowsky	Woolsey
Nadler	Scott	Wu
Napolitano	Sherman	

NOT VOTING—16

Bereuter	Dingell	Linder
Berman	Fossella	Miller (FL)
Carson (IN)	Frank	Schaffer
Conyers	Hefley	Towns
Cox	Holden	
Deutsch	Issa	

□ 2049

Mrs. MEEK of Florida, Mrs. MCCARTHY of New York, Ms. RIVERS, and Mr. DOGGETT changed their vote from "yea" to "nay."

Ms. LOFGREN changed her vote from "nay" to "yea."

So the resolution was agreed to.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

COMMITMENT TO ADDRESS NEEDS OF WORKERS AFFECTED BY EVENTS OF SEPTEMBER 11

(Mr. GEPHARDT asked and was given permission to address the House for 1 minute.)

Mr. GEPHARDT. Mr. Speaker, as we work to address the problems affecting our airlines, we must not forget the men and women who have lost their jobs as a consequence of the tragic events of September 11. These workers are without income, without health care coverage for themselves and their families, and without a clear path right now to future employment opportunities. I had hoped that we would be able to include something in this package to meet the needs of these American workers and their families. In my view, it is not right, and it is not fair, for these workers and their families to be denied these fundamental necessities after having lost their jobs through no fault of their own because of this national disaster. Working families are the backbone of our economy and our greatness as a Nation. I would hope that we would not ignore their plight now.

I would ask the Speaker, who has worked hard with us to produce this legislation, if he could commit to me to address this problem in the coming weeks.

Mr. HASTERT. Mr. Speaker, if the gentleman will yield, I agree with the minority leader that we need to ensure that the safety net is strong and secure

for all working Americans. And it is. Displaced workers need access to financial assistance as they work to get back on their feet. They have it. They need to be able to maintain their current health coverage without being thrown into the individual insurance market. Under current law, they can keep their same coverage. And for those workers unlikely to make it back to their old jobs, we need to ensure that they have access to adequate training programs. And we have. As the leader knows, due to the bipartisan progress over the years in this Congress, those pledges are secure.

But that does not mean that we should not consider proposals to do even more. The leader and I have discussed ways to address the unique health care needs of these working Americans as they seek employment. The committees of jurisdiction have already been examining proposals to assist in this area. We will take a comprehensive look at the health care needs of these displaced workers and work together to bring an appropriate legislative response to the floor as soon as possible. In the meantime, working Americans should know that the safety net is there, it is strong, and it is working.

Mr. GEPHARDT. Mr. Speaker, I would like to thank the Speaker of the House. He has dealt with me through these difficult days in an honorable and very good way. I appreciate it. I know all the Members appreciate it on our side as well.

REMOVAL OF NAME OF MEMBER AS COSPONSOR OF H.R. 1266

Mr. HASTINGS of Florida. Mr. Speaker, I ask unanimous consent that my name be removed as a cosponsor of H.R. 1266, the Secret Evidence Repeal Act of 2001.

The SPEAKER pro tempore (Mr. THORNBERRY). Is there objection to the request of the gentleman from Florida?

There was no objection.

AIR TRANSPORTATION SAFETY AND SYSTEM STABILIZATION ACT

Mr. YOUNG of Alaska. Mr. Speaker, pursuant to House Resolution 244, I call up the bill (H.R. 2926) to preserve the continued viability of the United States air transportation system, and ask for its immediate consideration.

The Clerk read the title of the bill.

The text of H.R. 2926 is as follows:

H.R. 2926

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the "Air Transportation Safety and System Stabilization Act".

TITLE I—AIRLINE STABILIZATION

SEC. 101. AVIATION DISASTER RELIEF.

(a) IN GENERAL.—Notwithstanding any other provision of law, the President shall take the following actions to compensate air

carriers for losses incurred by the air carriers as a result of the terrorist attacks on the United States that occurred on September 11, 2001:

(1) Subject to such terms and conditions as the President deems necessary, issue Federal credit instruments to air carriers that do not, in the aggregate, exceed \$10,000,000,000 and provide the subsidy amounts necessary for such instruments in accordance with the provisions of the Federal Credit Reform Act of 1990 (2 U.S.C. 661 et seq.).

(2) Compensate air carriers in an aggregate amount equal to \$5,000,000,000 for—

(A) direct losses incurred beginning on September 11, 2001, by air carriers as a result of any Federal ground stop order issued by the Secretary of Transportation or any subsequent order which continues or renews such a stoppage; and

(B) the incremental losses incurred beginning September 11, 2001, and ending December 31, 2001, by air carriers as a direct result of such attacks.

(b) EMERGENCY DESIGNATION.—Congress designates the amount of new budget authority and outlays in all fiscal years resulting from this title as an emergency requirement pursuant to section 252(e) of the Balanced Budget and Emergency Deficit Control Act of 1985 (2 U.S.C. 901(e)). Such amount shall be available only to the extent that a request, that includes designation of such amount as an emergency requirement as defined in such Act, is transmitted by the President to Congress.

SEC. 102. AIR TRANSPORTATION STABILIZATION BOARD.

(a) DEFINITIONS.—In this section, the following definitions apply:

(1) BOARD.—The term "Board" means the Air Transportation Stabilization Board established under subsection (b).

(2) FINANCIAL OBLIGATION.—The term "financial obligation" means any note, bond, debenture, or other debt obligation issued by an obligor in connection with financing under this section and section 101(a)(1).

(3) LENDER.—The term "lender" means any non-Federal qualified institutional buyer (as defined by section 230.144A(a) of title 17, Code of Federal Regulations (or any successor regulation) known as Rule 144A(a) of the Securities and Exchange Commission and issued under the Security Act of 1933, including—

(A) a qualified retirement plan (as defined in section 4974(c) of the Internal Revenue Code of 1986 (26 U.S.C. 4974(c)) that is a qualified institutional buyer; and

(B) a governmental plan (as defined in section 414(d) of the Internal Revenue Code of 1986 (26 U.S.C. 414(d)) that is a qualified institutional buyer.

(4) OBLIGOR.—The term "obligor" means a party primarily liable for payment of the principal of or interest on a Federal credit instrument, which party may be a corporation, partnership, joint venture, trust, or governmental entity, agency, or instrumentality.

(b) AIR TRANSPORTATION STABILIZATION BOARD.—

(1) ESTABLISHMENT.—There is established a board (to be known as the "Air Transportation Stabilization Board") to review and decide on applications for Federal credit instruments under section 101(a)(1).

(2) COMPOSITION.—The Board shall consist of—

(A) the Secretary of Transportation or the designee of the Secretary;

(B) the Chairman of the Board of Governors of the Federal Reserve System, or the designee of the Chairman, who shall be the Chair of the Board;

(C) the Secretary of the Treasury or the designee of the Secretary; and

(D) the Comptroller General of the United States, or the designee of the Comptroller General, as a nonvoting member of the Board.

(c) FEDERAL CREDIT INSTRUMENTS.—

(1) IN GENERAL.—The Board may enter into agreements with 1 or more obligors to issue Federal credit instruments under section 101(a)(1) if the Board determines, in its discretion, that—

(A) the obligor is an air carrier for which credit is not reasonably available at the time of the transaction;

(B) the intended obligation by the obligor is prudently incurred; and

(C) such agreement is a necessary part of maintaining a safe, efficient, and viable commercial aviation system in the United States.

(2) TERMS AND LIMITATIONS.—

(A) FORMS; TERMS AND CONDITIONS.—A Federal credit instrument shall be issued under section 101(a)(1) in such form and on such terms and conditions and contain such covenants, representations, warranties, and requirements (including requirements for audits) as the Board determines appropriate.

(B) PROCEDURES.—Not later than 14 days after the date of enactment of this Act, the Director of the Office of Management and Budget shall issue regulations setting forth procedures for application and minimum requirements, which may be supplemented by the Board in its discretion, for the issuance of Federal credit instruments under section 101(a)(1).

(d) FINANCIAL PROTECTION OF GOVERNMENT.—

(1) IN GENERAL.—To the extent feasible and practicable, the Board shall ensure that the Government is compensated for the risk assumed in making guarantees under this title.

(2) GOVERNMENT PARTICIPATION IN GAINS.—To the extent to which any participating corporation accepts financial assistance, in the form of accepting the proceeds of any loans guaranteed by the Government under this title, the Board is authorized to enter into contracts under which the Government, contingent on the financial success of the participating corporation, would participate in the gains of the participating corporation or its security holders through the use of such instruments as warrants, stock options, common or preferred stock, or other appropriate equity instruments.

(3) DEPOSIT IN TREASURY.—All amounts collected by the Secretary of the Treasury under this subsection shall be deposited in the Treasury as miscellaneous receipts.

SEC. 103. SPECIAL RULES FOR COMPENSATION.

(a) DOCUMENTATION.—Subject to subsection (b), the amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the amount of losses described in section 101(a)(2) that the air carrier demonstrates to the satisfaction of the President, using sworn financial statements or other appropriate data, that the air carrier incurred. The Secretary of Transportation and the Comptroller General of the United States may audit such statements and may request any information that the Secretary and the Comptroller General deems necessary to conduct such audit.

(b) MAXIMUM AMOUNT OF COMPENSATION PAYABLE PER AIR CARRIER.—The maximum total amount of compensation payable to an air carrier under section 101(a)(2) may not exceed the lesser of—

(1) the amount of such air carrier's direct and incremental losses described in section 101(a)(2); or

(2) in the case of—

(A) flights involving passenger-only or combined passenger and cargo transportation, the product of—